



ATLANTIC FISHERMAN

VOL. XV

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MARCH, 1934

NO. 2



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"STAND BY to shoot the trawl"

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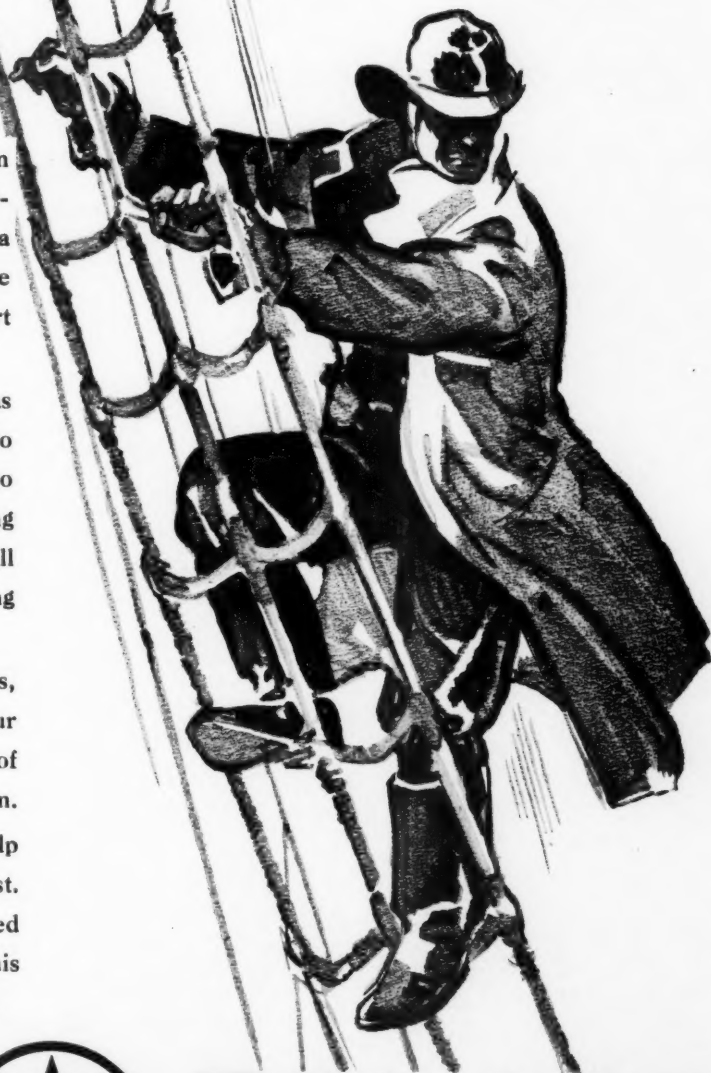
There is a Texaco man ready to help you in every fishing port along the coast. There is a satisfaction in the assured safety and the real economy of this better Texaco Lubrication Service.

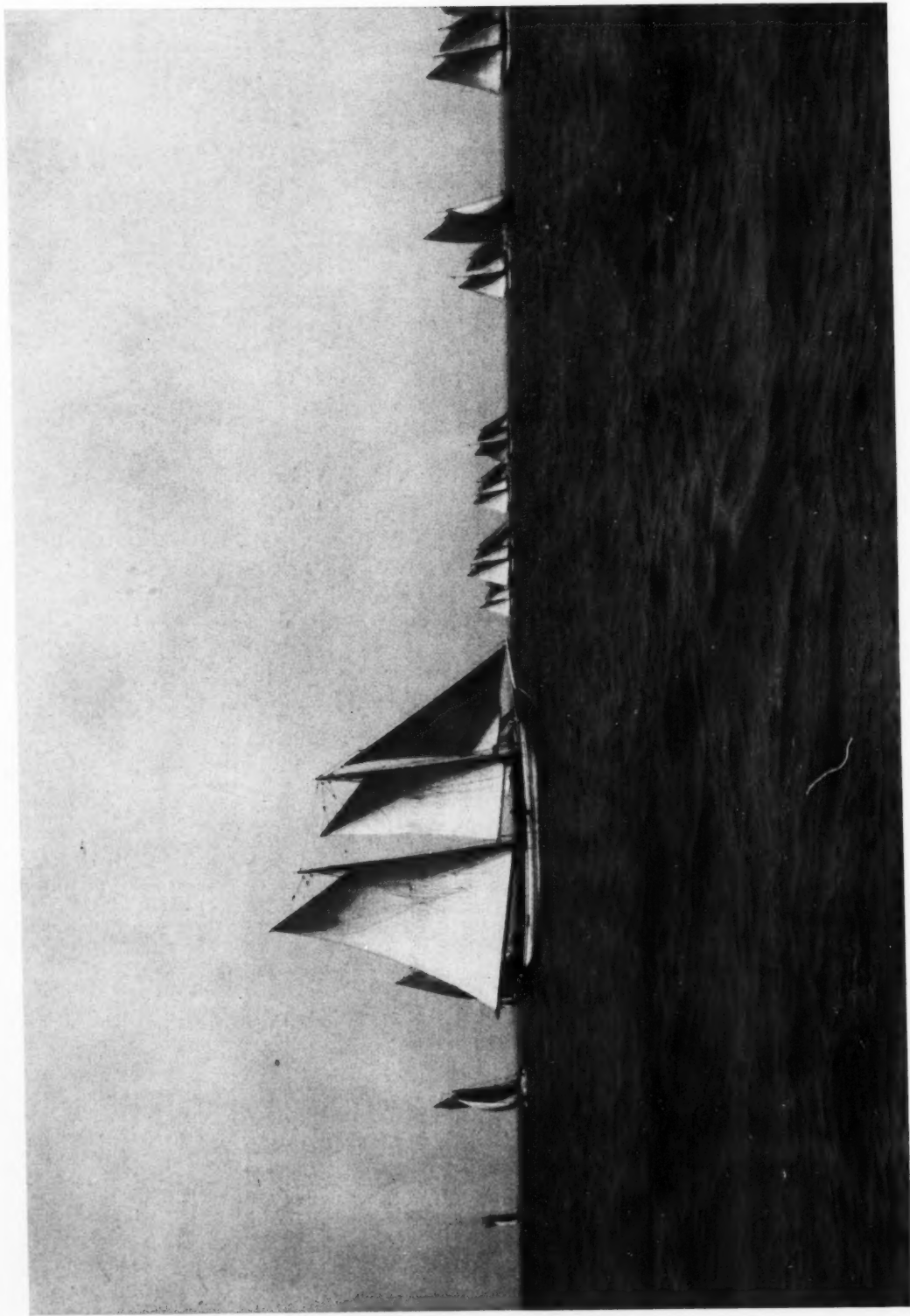
THE TEXAS COMPANY
135 East 42nd Street, New York City
Marine Sales Division



TEXACO

LUBRICANTS





Oyster fleet moving out from Maurice River, New Jersey, in the annual Spring race to the seeding grounds.

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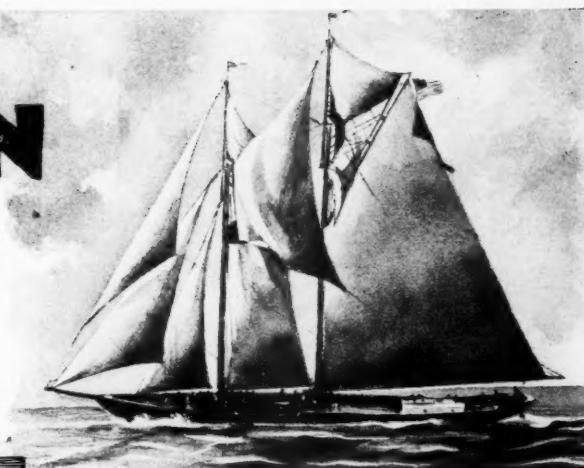
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Fisheries Hopeful of Relief Accorded Other Industries McCormack and Bland Bills Supported by Large Delegation Before Banking and Marine Committees

AFTER the hearings in Washington on February 19 and 20 before the Congressional sub-committee on Banking and Currency, and the Committee on Merchant Marine, Radio and Fisheries, the representatives of the fishing industry felt quite hopeful that the industry would be assisted toward a new deal. The delegates were well received at both hearings, and cordially heard.

Stressing the need of financial relief from an agency such as the Reconstruction Finance Corporation of the United States, the delegates had a heart-to-heart discussion with the Banking and Currency committee of seven who apparently were very much interested and sympathetic toward the request for assistance.

McCormack Bill

Congressman John W. McCormack of Massachusetts is the sponsor of the Bill which provides that the Reconstruction Finance Corporation may extend financial aid to the fisheries. The Congressman declared that the purport of the Bill was not confined in its relief measures to any one part of the Nation, but applied to wherever the fishing industry was practised. He felt that the same consideration should be given by the R.F.C. to the fisheries as has been given to other forms of industry.

Representative McCormack reminded his hearers that fishing was as essential to the life of the country today as it was 250 years ago, and that its dignity and importance were attested to when the President of the United States made it a point to personally meet the skippers who docked at Washington with the famous racing fishing schooner *Gertrude L. Thebaud* last Spring.

He expressed his opinion that financial aid to the industry would result in real recovery, and that the Government finances thus loaned would be thoroughly protected and returned.

In Favor of the Bill

Hon. W. J. MacInnis, Ex-Mayor of Gloucester, explained the legal difficulties of the banks financing the vessel owners, and the part played by the builders and outfitters.

Henry F. Brown, representing the Gloucester Fishing Masters Producers Association, read an editorial from the New York Herald-Tribune to the effect that if any industry warranted support from the R.F.C. that industry was fishing.

Other speakers from Gloucester were Captains Ben Pine, Domingoes, Curcuro, Favazza, Cooney, Arnold, Cameron, and Capt. Proctor, President of the Gloucester Master Mariners' Association.

Mr. Loeffler, of the Gloucester National Bank, in answer to a question from one of the committee agreed that assistance from the R.F.C. would greatly benefit the fisheries.

C. J. Halligan, and Capt. Val O'Neil, of the Boston Fishing Masters Association, were heard in favor of the Bill. Mr. Halligan emphasized the point that the fishermen had always been known as men of honor who paid their bills, and that was why he felt the Government could have every confidence in advancing them the relief for which they were asking.

E. H. Cooley, Manager of the Massachusetts Fisheries Association, declared that the fisheries interests felt they should have the same rights to the R.F.C. as others had; that the fishermen were not seeking charity, or requesting financial aid which they did not think they could pay back.

Bland Bill

On February 20 the fishing delegation met before the committee on Merchant Marine, Radio and Fisheries on the Bill to aid the fisheries introduced by Congressman Schuyler Otis Bland, of Virginia, who presided as Chairman.

The purpose of the Bland Bill is to extend to the seafood industry all benefits, privileges, aids, loans or other advantages provided in laws enacted by Congress for the relief of persons engaged in the agricultural industry.

The second section of this Bill says: "The President of the United States is authorized to issue all such executive orders, rules or regulations as he may deem necessary or expedient to grant full relief to the fishing industry as contemplated by this act."

Through the questioning by the eight Congressmen sitting on the Committee, it was contended that a Bill to place an embargo on all foreign fish would materially restore the industry to its former place, while better marketing facilities and policies would react to the benefit of the producers.

(Continued on bottom of next page)

President Signs National Code for the Fishing Industry

THE National code of fair competition for the fishing industry, after having been cleared through all of the various sections, completed in final form, approved by the Deputy Administrator, and the various Governmental divisions, sent to the Administrator's office, with no objections having been reported back, was forwarded to the President, and signed by him on February 26.

It becomes effective March 22, and important meetings of the National Code Authority, representatives of the local Executive Committees and of the Executive Committee of the National Fisheries Association will be held at the Hotel Raleigh, Washington, D. C., on March 9, 10, and 11 to arrange for putting the Code into effect.

The code provides a minimum wage of \$13 to \$16 a week for shore employees, but makes no effort to regulate the hours of work for the man in the boat. It makes no attempt either to rule on a minimum wage scale for those who work on a profit-sharing basis.

Ninety hours every two weeks is the limit set on working hours of shore employees under the code.

Saying that the code will hasten the economic recovery of the industry and place it on a more favorable competitive basis with other food industries, Administrator Johnson says: "Although no wage scale has been set for fishermen who operate individually or on a profit-sharing basis, in drafting the code, provisions were included which are intended to react favorably to increase the income of fishermen."

No Limit on Hours

"As the fishing industry is an occupation depending upon the presence of fish, season, tide, wind, weather, state laws and the like, it is undesirable to limit the hours of those engaged in the fishing enterprises."

"The industry as a whole has been most cooperative in drafting this code, and to my knowledge this is the first time in history it has united as a whole for one common purpose."

The code is intended to cover the general conditions in the industry. Any division of the industry is at liberty to apply for a supplemental code covering its particular requirements. Eighty such codes already have been submitted.

New England Wholesalers' Code

A public hearing on the supplemental code for the New England fish and shellfish wholesaling division of the fishery

Marketing

During the discussion of this Bill Mr. MacInnis said he realized that the mere extension of credit was but one factor with which the fishermen had to deal, and that another was the evils of faulty marketing and distribution.

Foreign Fish

Speaking of the disastrous competition with foreign fish, Mr. MacInnis said that salt mackerel were imported from Canada, Ireland and Norway; and that it had been reported that there were over 700,000 pounds of Japanese caught frozen swordfish in Boston, meaning that the swordfish fleet, which sails about the first of June, will have to compete with this imported fish that cost far less even in this country than local fishermen can catch them for.

Mackerel Prices

Both Mr. MacInnis and Capt. Proctor referred to mackerel, for which the producer received $1\frac{1}{2}$ c a pound, selling at its destination for 35c a pound; and Congressman Sirovich remarked that it was evident that there was some trouble with the marketing process.

Salt Fish

Capt. Val O'Neil claimed that if an embargo was placed on foreign fish it would be of considerable help to the American fishermen, and that if salt codfishing was made profit-

industry was held in Boston on February 23, Deputy Administrator R. H. Fiedler presiding. This division of the industry was represented by the Maine Smoked Herring Packers' Association, Massachusetts Fisheries Association, Boston Fish Commission Dealers' Association, Gloucester Fish Exchange, and Northeastern Fisheries Association.

Canned Salmon Industry

The canned salmon industry, as represented by the Association of Pacific Fisheries and the Northwest Salmon Cannery Association, has submitted a proposed code of fair competition, and a public hearing on this code was conducted in San Francisco beginning on February 26.

Blue Crab Industry

The Associated Crab Packers, Inc., a division of the fishery industry, were represented at a public hearing in Washington on February 26. The proposed code covers hard and soft shell crabs, shedder crabs and cooked crab meat distributed by fishermen and packers to general wholesale and retail seafood outlets, establishing separate code supervision and fair trade practices for the handlers of these products.

This code is expected to standardize crab production and to prohibit the shipment of crab meat for sale on consignment. Numerous other troubles in the marketing of the seafood, which were disclosed during a survey made of the industry by the State Conservation Department in 1932, also are expected to be corrected.

Provisions as to wages and hours of work for employees are the same as in the national fishery code except in the instances of employees engaged in the picking and packing of crab meat. A rate of five cents per pound is provided for pickers, and all wages are exempt from fines, charges or deductions without written consent of the employee or by court order. No persons under eighteen years of age may be permitted to work at operations or occupations considered hazardous or detrimental to health.

Approximately six thousand fishermen will be affected by the code which has been concurred in by numerous watermen's organizations.

The executive committee for the code, of which Milton C. Greer, Jr., of Baltimore, is executive secretary, is comprised of N. R. Coulbourne, Crisfield, Md.; L. R. Carson, Crisfield, Md.; G. T. Harrison, Tilghman's Island, Md.; O. W. Nelson, Hoopersville, Md.; F. W. Moore, Hampton, Va.; G. T. Elliott, Hampton, Va.; H. B. Hart, Hampton, Va.; C. C. Jackson, Tilghman's Island, Md.; and Wm. Cruso, Biloxi, Miss.

Quick Action Expected

Now that the basic code has been approved and signed, the above subsidiary codes, and also the oyster, lobster and sardine codes will undoubtedly be acted on in the very near future.

able again to the fishermen, they would engage in this field as they had done in years past, when at one time there were as many as 200 schooners in this branch of the fisheries.

After the hearings, J. R. Manning, of the U. S. Bureau of Fisheries, declared that the Bland Bill was the most important piece of fisheries legislation ever offered.

The opinion was expressed by some that instead of trying to adapt farm relief to the use of fishermen, a set of measures similar to the farm laws should be framed to fit the exact needs of the fishing industry, including a fisheries credit administration and the organization of fish cooperatives.

Charles E. Jackson, Deputy Commissioner of Fisheries, said the Bureau favored the benefits of the Bill, and he thought a measure especially suited to the fisheries could be framed.

Other Bland Bills

Another Bill by Representative Bland which has the support of the industry, provides for the restoration of depleted oyster bottoms in the oyster producing States, and a third Bill is to make available loans to repair and replace boats and equipment destroyed by storms, and to provide capital to resume operations.

Congressmen from all fish producing States are expected to support these Bills.

Lake Huron Fishing Boats Climb up on Top of Ice

By P. C. Chamberlain

LAKE Huron is so rough in the Winter that it seldom freezes over more than two miles from shore. But sometimes a few cold days, without much wind, puts a thin coat of ice over the entire lake, and then the net setting and lifting is done through three or four inches of ice.

The nets are set in stretches about 7 miles long in water varying in depth from 200 to 375 ft.

The temperature at Rogers City, Michigan, is frequently 20 below, and the lake freezes from a mile to two miles out, often with 12 inches of ice.

In order to get the boats out, the fishermen set off dynamite charges at intervals and break the ice up just enough so the boats can work their way through by going forward and back, gradually cracking the ice up with their propellers, and breaking their way through.

The propellers used on these boats are either three or four bladed, specially cast heavy steel. The propeller shafts are up to 4 in. in diameter. The boats are powered by 120 H.P. Diesel engines, and it is quite a common thing to have an ice cake tangled up in the propeller and actually stop the motor dead without doing any damage to the wheel or shafting.

Boats Climb

The bows of these boats are so built that the boat will climb right up on top of the ice floes; the weight of the boat cracks the ice, then the boat backs as far as it can, goes forward again and climbs up on top, etc. It usually takes about two days to break through two miles of this kind of ice.

The boats are built to withstand this service and it has taken years to perfect them. They are ironed off with heavy gauge galvanized iron sheeting, and the planking is 1½ in. oak.

If snow accompanies the freeze up, men and horses go out on the ice and shovel the snow off; this sometimes takes a day, and then the process of breaking the boats through begins. Sometimes it takes a week to get through the ice.

In order to keep the channel open a gill net tug is kept running back and forth.

There are two stoves in each boat. Some one is aboard day and night, whether the boat is in the harbor or out fishing, and these fellows keep the fires going, so that the fuel oil will not congeal, and to keep themselves warm.

The boats are completely enclosed because of the extremely severe weather. They are frequently kept in the harbor because the water is too rough outside and forms too much ice on the boat for it to operate safely.



Shoveling snow off the ice so that the boat can break through.

There are large tanks aboard filled with water, and the stoves heat the water to a boiling temperature. When the boats are lifting gill nets a stream of boiling water is poured over the net as it comes aboard, to immediately melt the ice that forms on the net as it is lifted out of the water. From then on the net is kept in a warm place and again cleaned with hot water; when the boat is on its way back from the fishing grounds, it resets the net through a door in the stern.

Rogers City is located on a sand beach that extends for more than 60 miles from Alpena to Cheboygan. The Mertz Fish Co. and the Vogelheim Fishing Co. had to construct their own harbor, and build their own breakwater walls; consequently they control this harbor and only their own boats fish from it. They are strategically located because they are within a run of two hours of the Winter fishing grounds. When the weather is extremely cold they are the only boats in this vicinity that can get to these grounds, as the other boats are in far away harbors, with no way out, because of the ice; if they do get out, they are such a long way from the fishing grounds it does not pay them to operate. Furthermore, they cannot always get back because the harbor may freeze up while they are gone.

Lake Huron fishermen are a hardy lot. Adverse conditions mean nothing to them except something to be overcome. Naturally these men are as tough as nails, and so healthy they never catch cold. They suffer only in the Summer when the temperature reaches 85°; then they are uncomfortable.

The regular run starts them out at 3 o'clock in the morning, and they are gone until 7 or 9 o'clock at night. Long hours and cold weather are their elixir of life.

The pictures below were taken one day when it was 19° below zero, and the wind was coming off the Lake at 40 miles per hour—one of the days when it was too rough to operate and the boats could be found in port.



The "Katherine V.", one of the Mertz boats engaged in Winter fishing on Lake Huron.



The "Tramp" and the "Rambler", owned by the Mertz Fish Co., of Rogers City, Michigan.



The "Ebb", owned by the 40-Fathom Fish Co., high-liner for February, equipped with Winton Diesel, General Electric Co. electrical equipment, and Edison battery, 94 cells, type A4-H; Texaco lubrication.

Massachusetts Fisheries Association Re-elects Parker as President

THE newly elected board of directors of the Massachusetts Fisheries Association held an organization meeting on February 8, resulting in the re-election of A. L. Parker for President, and Capt. William E. Westerbeke for Vice-President.

At the annual meeting on February 1, Walter S. Hallett of the American Fish Co. was chosen as Treasurer, and John A. Fulham of the Fulham & Hebert Co. as Secretary.

Following are the Directors: Bartholomew Ahearn, J. Lawrence Alphen, Bernard C. Collins, John A. Fulham, John N. Fulham, Walter Hallett, Fred Henry, Joel J. Lamere, Wallace Lee, Hugh O'Brien, Arthur L. Parker, Harold Randlett, Perley P. Ray, William E. Westerbeke, Bartholomew F. Whalen.

E. H. Cooley, Manager, reports much accomplished during the year past, and an encouraging outlook for the year ahead.

More and Better Fish

Director Raymond J. Kenney of the State Division of Fisheries and Game, states that as a result of checking reports of fish inspections made by his division last year, he was convinced that the Massachusetts public received more fish and better fish than ever before. Although approximately 250,000,000 pounds of fish, valued at more than \$13,000,000, found its way into the State through the various ports, barely one per cent was found unfit and condemned.

Trawler "Loon" Towed In

After hours of trying to save themselves and vessel, the beam trawler *Loon*, Capt. John T. Collins and his 22 men, were greatly relieved when they saw the Coast Guard cutter *Cayuga* coming toward them about 150 miles East Southeast of Boston lightship.

The crew told the story of struggling for 45 hours bailing the trawler which had sprung a leak and flooded the engine room.

As soon as the craft arrived in Boston harbor, she went into drydock at the Atlantic Works.

Rail Carried Away in Heavy Sea

The schooner *Dawn* at Boston on February 23 reported having been boarded by a heavy sea while on Brown's Bank, and had 15 feet of her port rail carried away. The helmsman and another man on deck at the time were not even wet.

Electrolysis Eliminators for "Fabia"

The Boston office of Fairbanks, Morse & Co., reports the installation of six Marine Electrolysis Eliminators on the *Fabia*, a 131 ft. trawler owned by the John Chisholm Vessels Co. of Gloucester.

Fish Pier Landings for February

<i>Adventurer</i>	87,100	<i>Ingomar</i>	40,000
<i>Alpar</i>	17,900	<i>Isabelle Parker</i>	118,000
<i>Alvan T. Fuller</i>	94,500	<i>J. M. Marshall</i>	30,900
<i>American</i>	187,000	<i>Joffre</i>	146,000
<i>Amherst</i>	238,000	<i>Katherine F. Saunders</i>	37,500
<i>Andover</i>	63,000	<i>Killarney</i>	42,500
<i>Andrew & Rosalie</i>	41,000	<i>Lark</i>	144,000
<i>Billow</i>	60,000	<i>Laura Goulart</i>	125,000
<i>Boston</i>	227,000	<i>Leonora C.</i>	115,300
<i>Boston College</i>	55,000	<i>Loon</i>	151,000
<i>Brant</i>	302,000	<i>Magellan</i>	59,500
<i>Breeze</i>	193,000	<i>Maine</i>	353,700
<i>Brookline</i>	375,000	<i>Marie & Winifred</i>	24,000
<i>Cambridge</i>	228,400	<i>Maris Stella</i>	54,500
<i>Cape Ann</i>	49,500	<i>Marjorie Parker</i>	38,100
<i>Comber</i>	163,000	<i>Mary A.</i>	12,000
<i>Coot</i>	306,000	<i>Mary DeCosta</i>	16,000
<i>Corinthian</i>	52,500	<i>Mary E. O'Hara</i>	33,500
<i>Cormorant</i>	267,000	<i>Mary P. Goulart</i>	63,500
<i>Cornell</i>	170,000	<i>Newton</i>	205,000
<i>Dartmouth</i>	126,000	<i>Notre Dame</i>	181,000
<i>Dawn</i>	66,000	<i>Ocean</i>	90,000
<i>Donald</i>	77,000	<i>Oretha F. Spinney</i>	60,000
<i>Dorchester</i>	96,000	<i>Plover</i>	220,000
<i>Ebb</i>	381,000	<i>Pollyanna</i>	49,300
<i>Edith C. Rose</i>	53,000	<i>Princeton</i>	164,500
<i>Edith L. Boudreau</i>	92,500	<i>Quincy</i>	238,000
<i>Evelina M. Goulart</i>	10,500	<i>Rainbow</i>	14,000
<i>Exeter</i>	68,000	<i>R. Eugene Ashley</i>	19,500
<i>Fabia</i>	303,400	<i>Rhodora</i>	43,000
<i>Flow</i>	250,000	<i>Ripple</i>	170,000
<i>Foam</i>	174,000	<i>Rita B.</i>	27,000
<i>Fordham</i>	63,000	<i>Ruth Lucille</i>	44,500
<i>Frances C. Denehy</i>	24,000	<i>Saturn</i>	95,000
<i>Gale</i>	136,000	<i>Sea</i>	135,000
<i>Gemma</i>	200,000	<i>Shamrock</i>	144,000
<i>Georgetown</i>	106,000	<i>Shawmut</i>	248,000
<i>Geraldine & Phyllis</i>	73,500	<i>Spray</i>	213,000
<i>Gertrude DeCosta</i>	28,600	<i>Teel</i>	142,000
<i>Gertrude L. Thebaud</i>	49,000	<i>Tern</i>	228,000
<i>Gertrude M. Fauci</i>	157,000	<i>Tide</i>	115,000
<i>Gertrude Parker</i>	118,000	<i>Trimount</i>	338,500
<i>Gosoon</i>	163,000	<i>Vandal</i>	44,500
<i>Gov. Al. Smith</i>	18,000	<i>Venture II</i>	151,500
<i>Grand Marshall</i>	50,000	<i>Waltham II</i>	34,600
<i>Harvard</i>	211,000	<i>Wanderer</i>	93,000
<i>Hekla</i>	332,000	<i>Whitecap</i>	172,000
<i>Helen M.</i>	59,000	<i>Wild Goose</i>	229,500
<i>Hesperus</i>	180,000	<i>Wm. J. O'Brien</i>	176,000
<i>Holy Cross</i>	159,000	<i>Wm. L. Putnam</i>	81,000
<i>Illinois</i>	289,000	<i>Winthrop</i>	212,500
<i>Imperator</i>	66,000	<i>Yankee</i>	16,000

Diesel Engine Operation

Importance of Engineer's Vigilance in Detecting and Avoiding Causes of Trouble.

By James Greig

IN the previous articles of this series we have looked quite extensively into the different types of Diesels, the various cycles, their efficiencies, etc. The present article will be devoted to applying this knowledge in the actual operation of a Diesel engine—either two or four cycle, with solid injection.

Some of the suggestions may not be applicable and in some cases probably unnecessary. This we will leave to the individual engineer himself to decide. For the younger engineer and those going out on a vessel for the first time, some of the suggestions may be of value and the following routine may be found instructive.

Before Starting Up

Examine all working and moving parts. See that no wrenches or tools of any kind have been left in the mechanism that will interfere with the operation of the engine. Make sure that at least all important nuts and adjustment lock-nuts are tight. Check up all clearances of valve roller and cams, applying the "feelers" directly opposite the lobe on the cam so as to obtain correct reading.

Test injection valves and put them in good working order and if the engine is of the four cycle type, make sure exhaust, inlet, and air starting valves are not stuck. A mixture of lubricating oil and kerosene will often free a stiff-operating valve.

A feature which is quite often overlooked is the condition of the various strainers. Circulating water, lubricating oil and fuel oil strainers should be removed, cleaned and put in good repair, otherwise their usefulness will be negligible. Examine fuel pressure or measuring pumps, and pump up (prime) fuel lines to the injection valves so as to remove all air that may be lodged between suction and discharge valve or present in the fuel system. See that sufficient lubricating oil is in engine base or sump. If no centrifuge or filters are included in the installation, examine oil and test for presence of sediment and water. It is good practice, and in some types of engines imperative, to run the auxiliary oil pump 10 to 15 minutes previous to starting up. This insures against metal to metal contact of journals and bearings, preventing scoring or more serious damage. While auxiliary oil pump is running, examine the various crank pins, main bearings and wrist pin bushings—observe that a sufficient supply of oil is in evidence. Fill all oil cups, grease cups, etc., which must be done by hand and are independent of the pressure feed pump. Make sure mechanical lubricator is full of clean oil, and crank by hand to furnish oil to the cylinder walls. Note particularly the number of drops at each point of delivery in the lubricator. It is good practice to jack or turn the engine over by air while running the force feed pump and the mechanical lubricator is being cranked. When getting ready to start it is a good plan to open the air valve on the starting air tank slowly and note if any leaks exist in the system. If everything is tight, start the auxiliary air compressor and pump up the tanks to the required pressure. After the engine has been started the auxiliary oil pump can be shut down—the built-in pumps taking over the load. Adjust the oil and water pressures, noting that sufficient pressure can be carried for the particular installation in question. The various types of engines have varying pressures, but the manufacturer usually advises as to the requirements for his engine.

Under Way

After leaving the dock preparatory to a run to the fishing grounds, it is advisable to run the engine at a moderate rate of speed for the first hour or so. This is to thoroughly warm up the engine, and avoid heat strains and stresses which may cause serious damage.

After the engine has been warmed up to its running heat, it is good policy to adjust the fuel control so that the engine is turning up at least 95% of its rated R.P.M., and developing

almost its full horsepower. Nothing is gained by "nursing" the engine if everything is in good order and repair. If, however, the ship's bottom is covered by excessive growth, it may be necessary to reduce the speed slightly, otherwise an overload will be put on the engine which might prove injurious. Methods of calculating the allowable R.P.M. for any known condition of the ship's bottom may be worked out so as not to overload the engine and keep the M.E.P. within proper and safe limits.

Another condition of great importance is the proper balancing of the load. All cylinders should do an equal amount of work, otherwise the M.E.P. in some one particular cylinder may be so great as to cause an excessive overload in that cylinder. When the draft or trim of the vessel has been changed it is well to take this matter into consideration and regulate the speed of the engine for best operating results. By carefully watching the various gauges, thermometers, the pyrometer and condition of the exhaust gases, and adjusting the fuel control so that no excessive smoke is in evidence, the engine may be kept within reasonable power output limits.

The circulating water discharge temperature should be around 100° to 120° F, and all cylinders should be uniform or nearly so. Higher temperatures as well as lower are equally injurious to successful operation. When temperatures are too high, salt deposits and scale will form in the water jackets. When too low there is always the danger of contraction and poor combustion. If for any reason the cylinders or cylinder should become excessively hot, do not circulate water through that cylinder. It will probably crack either the cylinder or cylinder head or cause the piston to stick. Should the cylinder temperature run too high from any particular cause and cannot be controlled, it is best to stop the engine and find out the reason for the trouble.

While underway check up the mechanical lubricator and see that all pumps are working and feeding properly. Measure the quantity of oil in the sump, and if it should be found that no "make up" oil is required for a longer period than usual, investigate—either water or fuel oil must be leaking into the lubricating oil system, and to continue operating under such conditions can only lead to disaster. Where piston cooling by oil is used, the temperature of the discharge oil from piston head should be around 135° F. to 140° F. If for any reason an increase in temperature is noted, find out the cause and have it corrected as soon as possible. In conjunction with piston cooling, a lubricating oil cooler is always installed, the efficiency of which should be observed at all times. The oil temperature on leaving the cooler should be somewhere between 75° to 95° F., preferably 90° F.

Always keep air tanks pumped up to full pressure—an emergency may arise at any moment. Keep the engine and engine room clean at all times; cam rollers have been known to heat up because of dirt, grit, etc. Leaks should not be tolerated, especially oil leaks. Fire may start, and oil and oily rags will surely keep it going. Tools of all kinds should be kept off the engine while in operation. A mislaid wrench may foul the gear and cause considerable damage.

On Stopping

On stopping the engine, it is advisable to watch that cylinder temperatures do not run up too high—140° F. is a safe limit. Run the auxiliary circulating water pump, and in some cases the auxiliary lubricating oil pump may be started up. About 15 or 20 minutes will usually be sufficient to cool the engine to a safe temperature.

When the engine room receives the signal "All through with engines", the engineers should immediately prepare the ship for its lay-over. After the engine has been sufficiently cooled, all sea valves should be closed and if freezing weather exists,

Gloucester Mackerel Code Approval Expected Soon

By E. A. Goodick

HON. William J. MacInnis and Henry F. Brown, of the Fishing Master Producers Association, met in Boston on February 25 with R. H. Fiedler, Deputy Administrator, in the interests of the mackerel code, which is very much over-due.

After the conference, they returned with renewed hope that the official adoption that makes the code effective would be forthcoming shortly.



The "Virginia and Joan", owned by Capt. Roland R. Wonson, of Gloucester, Mass. She is 65 ft. x 16.5 ft. x 6.9 ft., and is equipped with a 100 h.p., 4 cylinder, 4-cycle Wolverine Diesel, and Hyde propeller.

Request for Aid Speedily Answered

Within a half hour after being appealed to for aid, Congressman A. Piatt Andrew dispatched a message to the Gorton-Pew Vessels Co., from Washington advising that an American Coast Guard cutter would be sent to Shelburne to free the schooners, *Corinthian* and *Elk*, which were imprisoned in ice.

The *Elk*, Capt. Joseph Broussard, encountered a gale while off LaHave and lost both her spars. She made Shelburne harbor under her own power, and intended to have minor repairs made so that she could make the trip to Gloucester to have new spars installed. When the vessel was ready to start the trip, it was found that the harbor was frozen so solidly that it was impossible to move. The *Corinthian*, Capt. Michael O'Hearn, was alongside the *Elk*, also unable to move.

the engines should have all water jackets drained and the bilge pumped out. All valves on the air starting system should be closed, particularly the valves at the air tanks. If any bearing, pump shaft or other part of the mechanism has been giving trouble, running hot, etc., it is advisable to examine the part immediately on shut down so that extent of damage may be known and steps taken to correct the trouble. For best economical operating results, it is advisable to keep a "log" noting down all small troubles as they occur—correct them at once if possible, otherwise have them given attention on arrival in port. It is better engineering and cheaper to do this than wait for something to "go" causing extensive damage, when some slight adjustment was all that was necessary. Of course, major breakdowns will occur, due to unforeseen causes, but most of them can be avoided by paying attention to details. Quite a lot can be saved in the way of expense by the interest and skill of the engineer.

McEwen Sees Brighter Outlook

L. C. McEwen, district manager for the Cooper-Bessemer Corporation has recently spent considerable time traveling, going to the West coast, and then down the East coast to Norfolk, where a large Gloucester fleet is dragging.

Mr. McEwen reports that he feels optimistic after his trip, and considers that business is looking brighter, with the draggers making a few more trips before they return North to change over to mackerel seining.

Reports from other sources also stated that the fishermen in the South are doing better, due to a better market. Some of them who were about to return home a short while ago, decided to stay later.

Arrive with Fine Halibut Trip

Capt. Carl Olson and crew in the *Oretha F. Spinney* arrived at Boston February 16, with a fine trip of 60,000 pounds of halibut. The market opened very well, and the crew received \$186 each. Capt. Olson left Gloucester just a month previous, the first halibuter to sail, and reported having experienced some of the meanest weather in his career. With bitter cold weather and the temperature down to zero, frozen fingers and frozen hands were common with the crew. The skipper reported that it took the craft five days to make the trip to the banks, some 800 miles, and that the weather was so unfavorable they could not put a dory overboard for the first 10 days.

The crew saved the halibut livers which are in great demand, and are said to be of a high quality in oil content. A noted druggist supply house in Chicago is said to be very much interested in this product which they transform into a medicinal article. The livers sell as high as 15 cents a pound.

Frozen Mackerel Supply Nearly Gone

There should be no glut of frozen mackerel in Gloucester this season when the mackerel seining operations begin, according to reports from the cold storages. Stocks of both the Gorton-Pew Cold Storage and of the Cape Ann Cold Storage, are nearly exhausted, and supplies remaining on hand should be depleted by the end of this month.

With the scarcity of frozen mackerel in the cold storage this season, the fishermen should benefit by higher prices.

"Frank W. Wilkisson" Sold

The *Frank W. Wilkisson*, which has been tied up at the Atlantic Supply Co. wharf was sold on February 26 by United States Marshal to J. Norman Abbott of Gloucester.

She is 104 feet long and 79 gross tons, and was last commanded by Capt. Albert Williams.

Government to Buy 122,000 Lbs. of Fish

The United States Government through the Federal Surplus Relief Corporation will purchase 122,000 pounds of dried, salted codfish, to be used for the relief of the needy in Porto Rico, according to advices received by Congressman A. Piatt Andrew.

It was expected that Gloucester fish firms would send in bids in their efforts to dispose of some of their stock of salt cod.

Capt. Brenha's "Little David"

The *Little David*, a yawl-rigged fisherman built by D. M. Waddell for Capt. Frank Brenha, is 45 ft. overall. There is a separate engine room for the 45 h.p. Fairbanks-Morse Diesel. The *Little David* is equipped with Exide batteries and Hatha-way stern bearing, and will be in the swordfishing fleet next season.

Dane Compass Installations

Capt. Ernest Parsons' craft the *Lark*, appropriately called "the Channel Express", because of her skipper's speed in making many trips to the Channel, now has a Dane radio direction finder to assist him on his voyages haddocking. James Goodwin, Gloucester agent, made the sale.

Another old-time schooner which boasts a direction finder is the schooner *Arthur D. Story*, which sailed the last week in February in command of Capt. Archie McLeod, on a halibuting trip. It was installed just prior to her sailing.

Other vessels recently equipped with Dane compasses are the *Hoop-La*, Capt. Joe Cotone, of Boston, and the *Salvatore*, Capt. Vito Lucretio, of Gloucester.

Maine

Sardine Packers Have Advanced Price for Herring

By Alfred Elden

SARDINE packers have agreed on a price of 30 cents per case for sardine herring in preparation for the code. This represents an advance of 5 cents per case over the price obtained last Fall, and on the basis of 25 cases to the hoghead sets the price per hoghead at \$7.50.

The boatmen are also given an advance to 8, 10 and 12 cents per case according to zone in which fish are taken. The schedule in effect last season was 6, 8 and 10 cents per case.

The weirmen must also be dealt with differently next season. Most of them are thoroughly discouraged by the low prices and slack demand of recent seasons previous to last Fall. They are also keenly resentful of what they term the wholly unnecessary and unjustifiable waste in their catch, occasioned by the rejection and destruction of any lot of fish found to show traces of red feed as low as 5 or 10 per cent. This loss has been forced entirely on the weirmen, the State and the packers thus far refusing to accept any share in it.

The weirmen are also anything but pleased with the new plan of paying for fish by the case packed out rather than by the hoghead.

Ice conditions this Winter have practically ruined every weir in and about St. Andrews Bay. Hardly a one will be left standing by April 1. The opening of factories on April 15, as had been hoped, is likely to be just a gesture this Spring. There can be no appreciable catch until the middle of May at the earliest.

It seems probable that advancing the price of sardine herring to \$7.50 per hoghead is thoroughly justified. Rumors are that the New Brunswick provincial government will set a minimum price of \$10 per hoghead on all fish caught in New Brunswick waters.

In the meantime the basic price of sardines has advanced to \$2.75 per case, sales of several carloads at this figure having been made recently. The demand continues fair with supplies diminishing steadily to the vanishing point.

At Lubec and Eastport the sardine stock is practically exhausted. Carton goods are practically all gone from several warehouses, and the balance on hand is mostly of the mustard variety which usually are disposed of last.

Smoked Herring Business Improves

Repeal of the prohibitory law and the coming of Lent gave the Lubec smoked herring men a lot of business. Orders were stacked up way ahead. Unusually large shipments of medium boxed herring were the feature of the last week in February. These went mostly to New York. Frozen herring shipped West met with a good reception and with renewed orders for more.

New Concern at Machiasport

A new company has been organized and incorporated at Machiasport under the name of the Machiasport Canning Co., with Jones E. Wass, of Southwest Harbor as President; Clarence A. Small, of Machiasport, Treasurer, and Dean Palmer of the same town, as Secretary. O. C. Nutting, of Mount Desert and California, and several other men of means are interested in the new corporation. The company has purchased the wharf and buildings of the R. J. Peacock Canning Co. Melvin Mitchell, of Prospect Harbor, will act as manager. The plant is one of the best equipped on the coast, with modern machinery and conveniences, and has a capacity of from 60,000 to 75,000 cases each season.

Double-Gauge Law

Sherron Carter, of New Harbor, is one who thinks the new double-gauge lobster law will work out well. He says he has been a lobsterman for many years and makes out a report of the number he catches and of their weight. He finds the average weight less than two pounds a lobster. He says there



The "Aerolite" of Jonesport, Me., tied to George Beal's lobster cars, collecting lobsters on her way to Boston. The small boat in the foreground is the Beals Island ferry, owned by Mr. Beal. She is powered with a Gray 30 H.P. motor and operates Summer and Winter.

was a lobster smack at New Harbor this Winter which bought 1700 pounds and only five of those were over 13½ inches in length. "Now", he says, "if we let 10 pounds of breeding lobsters go, and sell 15 pounds of smaller ones, I think the fisherman will be the winner."

Demand for Periwinkles and Blue Mussels

All through the Winter some fishermen have done well shipping periwinkles to New York, the dealers paying them one cent a pound. These little shellfish are scraped off the rocks with a wire brush. Blue mussels, once considered valueless, which are found in quantity in many spots are also in great demand. They have been bringing the fishermen about \$1 a barrel.

Scallops and Quahogs Have Excellent Market

Scallops showed up in tremendous numbers. Thousands of these shellfish have been taken. It has been known for years that there were scallops among the islands around the mouth of the Medomak River, but not until last Fall was the extent of the beds learned. One small boat from Owls Head took 90 gallons in two days. At \$2.50 a gallon this meant \$225 in two days. In 10 days this same boat earned \$900. A bushel of scallops yields about one gallon shucked.

Quahogs, too, have been quite abundant and there has been an excellent market for them as high as \$3 a bushel. Most of the clam flats however, are under two feet of ice at this writing. Any digger who charges 40 cents a peck can feel justified that he has earned every penny of it.



"Texoil No. 1", with a capacity of 11,000 gallons, is one of the tank boats operated by A. C. McLoon & Co., Rockland, Maine, agents for The Texas Company.

What a Winter!

If memory serves there has been nothing like it since 1918. Nobody could be harder hit by such low temperatures, by ice and snow than the fisherman. His problem of making a living is hard enough any Winter but it will be a long time before those who fished through this 1934 terror will forget it.

Ice conditions have been fully as bad to the Westward as they have over East. Buoys have been carried far from their proper positions, and Government ice-breakers have had their work cut out all through February. February is always the ice month. There was some bother in January, but it was in February that the real fight against frozen harbors and docks began.

Thousands of dollars worth of damage has been done to boats, to wharves and to water front property generally. Disasters and narrow escapes from disaster have filled the papers.

February found Casco Bay frozen over as it had not been frozen since 1918. Boat landings in the lower bay around Harpswell were inaccessible much of the time. Mail and freight were carried ashore over the ice on sleds from the steamers which came as close as they could. A truck was driven from Great Chebeague Island to the Falmouth Fore-side and in to Portland and back over the ice. Boys walked from Long Island to Portland on the icy surface.

Autos drove from South Freeport to Bustins Island over salt ice 20 inches thick. The sounds down around Harpswell were closed up tight. Mackerel Cove did not look like a fisherman's haven by any means. A large floe or berg was sighted off Ragged Island moving to sea. It was of considerable height and a mile or more long. It has been more than 100 years since such a phenomenon has been noted. A record shows that a real iceberg was seen off Portland in 1820.

The raging Northwest gale of February 21 destroyed 100 lobster traps worth approximately \$500 at Biddeford Pool. It has been the worst Winter for lobstering in many years. Much damage was done to gear owned by Cape Porpoise, Turbot's Creek and York lobstermen.

Walter Trefethen, of the N. F. Trefethen Co., Portland, went to Friendship in February to make arrangements to have lobsters brought from his pound on a nearby island over the ice by horse and sleigh to the mainland and then transported to Portland by truck. He had about 50,000 pounds of lobsters in the pound Washington's Birthday.

The Guptill Corporation

The Guptill Corporation, recently formed, has taken over the Charles F. Guptill Co., wholesale and retail dealers in marine merchandise at 175 Commercial St., Portland. Clinton D. Randall is president; Herbert Payson, Jr., treasurer; Nathan D. Dyer and Alfred E. Manning are managers. The Charles F. Guptill Co. is one of the oldest in Portland and has carried a splendid line of marine hardware and fishermen's supplies, including Columbian rope, Shipmate ranges, Linen Thread products, Eveready batteries, Hyde propellers and Mustard hooks.

Fishing Boats Sink at Portland Docks

Many small fishing boats have been sunk at the Portland docks this Winter. The old steamer Gannet, once operated by the U. S. Bureau of Fisheries along the Maine coast, now owned by Eben W. Brown, and the fishing boat *Rambler* sank on the West side of Union Wharf. On the other side lies the 50-foot gill-netter *Mary C.* which last Summer blew up with two men aboard. At Central Wharf the *Totem*, a sardine carrier and gill-netter, owned by the Willard Packing Co., a Hampton boat owned by Elroy Coffin, a small boat owned by Pike Fowler and a 32-foot Italian gill-netter lie on the bottom.

Jonesport

At Jonesport the ice has been closing in for several weeks grinding with the tides against the wharves, weakening the piling and threatening collapse of super-structures. A fleet of 30 or 40 fishing boats worth from \$500 to \$2,000 each are frozen in at their moorings with no way to get them out of danger. At this writing (March 1) numerous lobster cars with many lobsters are also frozen in, and boats, cars and all are likely to be carried out to sea with the ice.

Biloxi Snapper Fishing

THE C. C. Co., owned by Wm. Cruso, is launching out into the snapper business, being the first Biloxi concern to enter this field. He has five boats equipped for snapper fishing. The first to enter the business is the *Over the Waves*, which left for the snapper banks the latter part of February in charge of Captain Wm. Goldsborough. The other fishing boats are: *Mary Kathryn*, *Snapper King*, *Unden-dago*, and *Albatross*. They will bring their cargoes into the Ross Fish Co., Pascagoula. The boats will carry 18 tons of ice and a cargo of about 25,000 pounds of fish, and are all equipped for the deep sea fishing. The industry promises to open up a new enterprise for Biloxi.

The fishing banks are located about 115 miles from Biloxi off the mouth of the Mississippi River.

Planting of Seed Oysters Continues

The planting of seed oysters and shells to enlarge the present Mississippi State oyster reef system has been going forward since December, under the direction of Mayor R. Hart Chinn of Biloxi, who is administrator for the project. A total of \$100,000 was allowed by the Federal Government for this purpose, as a CWA project.

Several cannerymen stated that the spending of this money at this time has somewhat interfered in the operation of the canneries, especially from a labor standpoint. They pointed out that the planting of these shells and seed oysters would produce better results during the Summer months when the canneries were idle. However, the Mississippi Seafood Commission, Mayor Chinn, and the officials of the Biloxi Chamber of Commerce were anxious to get the appropriation through while the CWA was in operation, it being the opinion that no money would be left for these projects next Summer.

Seek Installation of Beacon Light

The Biloxi Chamber of Commerce has dispatched petitions, signed by seafood packers and fishermen to Mississippi Representatives in Congress urging them to have the Lighthouse Service install a beacon light at Point Chicot in the Western edge of Chandeleur Sound, Louisiana, which is some 35 miles Southwest of Biloxi. With the installation of the Point Chicot light, the entire Chandeleur Sound region will be completely lighted and will be made much safer for navigation. In the last two years, the Biloxi Chamber of Commerce has been successful in getting lights for Door Point, Mitchell Key and Breton Island.

Merger of Coast Guard and Navy Not Expected

Biloxi has been very much interested in opposing the proposed merger of the U. S. Coast Guard with the Navy. Word has now been received by the Biloxi Chamber of Commerce from Congressman William Colmer, one of a group of Congressmen, one hundred strong, who are fighting the merger, that from all indications the merger will not be made. In the meanwhile, the erection of the new U. S. Coast Guard air station in Biloxi is progressing. From this base, there will be operated a fleet of large seaplanes, including an ambulance plane for general rescue work, and other duties along the Gulf Coast.

Mississippi Coast Supply Co.

The Biloxi Plumbing and Heating Company, one of the largest and oldest established of its kind in South Mississippi, has announced an expansion of business and will hereafter be known as the Mississippi Coast Supply Company.

This concern, which is located in its own two-story modern building on Caillavet Street in Biloxi, now has a complete marine hardware department. The products handled include Pettit Paint Company's marine paints and varnishes, and Wall Rope.

H. L. Schwan is President and General Manager of the concern, and is well-known to the seafood cannerymen and shippers of Biloxi, as well as the fishermen.

Florida

Shrimp Fleet Makes Record Catch in Northern Waters

By H. L. Peace

SHRIMP are plentiful off the Florida coast, and for the first time in many years fishermen are bringing in catches with as little effort as if the prawn-like creatures were actually growing in their back yards. Heretofore, Florida fishermen have had to travel the coast line during the Winter season, making a catch off New Smyrna or perhaps off Ft. Pierce and often as far down as Cape Canaveral where the jumbo shrimp is seen in great abundance.

Today the shrimp are running in large schools off St. Augustine and Fernandina. In these two cities a fleet of some 300 boats hailing from Georgia, New Jersey, South Carolina and all parts of the Florida coast, are returning with

The 45-footer, *Gina II*, has been equipped with a new Hyde propeller.

Shrimper Repaired

The 42 ft. shrimp trawler *Novelty* owned by the Salvador Seafood Market of St. Augustine, has been equipped with a new cypress bottom which was covered with a coat of Henderson & Johnson Copper Paint. She is powered with a 32 h.p. Wolverine engine.

Seeks Aid for Sponge Industry

During the hearing held in Washington on February 19 to approve bills introduced by Congressman Bland of Virginia for the relief of the seafood industry, Representative Peterson of Florida asked to have the wording of the Bill changed to read "aquatic products" instead of "sea food industry", so that it would include such things as sponges.

Relief Board to Buy Fish

The Florida Fish Industry has received the news of the authorization of State Administrator Fagg to buy fish for relief distribution with great enthusiasm. This new outlet for



LEFT: Stathis Klonaris, boat builder, who after an absence of two years has returned to his life-long trade, and is now located at Fernandina. CENTER: The recently launched shrimp trawler "Vincenzo Daniele", owned by Daniele Bros. She is 43 ft. x 13 ft., and is powered with a 32-35 h.p. heavy duty Palmer engine. RIGHT: J. H. Messerly, representative of Fairbanks, Morse & Co., who was recently transferred from Atlanta to Jacksonville.

excellent catches—some as high as 100 bushels. This catch which is believed to be a record haul from Northern waters in the past two years, was brought in by the shrimp trawler *Restador*, of St. Augustine.

Some of the recent catches are: eighty bushels taken by the shrimper *Triumphant*; sixty bushels aboard the *San Salvador*, both owned by S. Versaggi & Sons; and seventy-five bushels returned to St. Augustine by the *Little Flower*, owned by Felix Salvador.

Versaggi Shrimp Company Pioneers in Industry

S. Versaggi & Son's, shrimp dealers of St. Augustine, are pioneers of the Florida shrimp industry. This company now being operated by John and Virgil Versaggi, was begun by these boys' father, S. Versaggi, in 1907. Mr. Versaggi started out with a single boat at Fernandina and succeeded in building up a first class business with a fleet of eleven boats at the time of his death in 1925. The largest boat of this fleet measured 41 ft.

Today this firm has six modern trawlers ranging in size from 38 to 45 ft. The boats are the *San Salvador*, *Triumphant*, *Joe V.*, *Manuel V.*, *Gina II*, and *Prosperity*.

The trawler *Joe V.*, 38 ft. long, 10 ft. beam, has just been equipped with a new cypress cabin and new bearings.

a distribution of fish will mean considerable to the industry in Florida.

Cedar Keys Local Has Interesting Meeting

On February 10th, Honorable H. B. Rogers, Mayor of Cedar Keys, opened a meeting of the Cedar Keys Local of the Florida Fish Producers Association with an address of welcome. President Luke Duke, of Cedar Keys Local read several citations pertaining to Codes, through which the fishing industry would be much benefitted.

Following Mr. Duke, delegations from various Locals in different counties gave short talks in regard to benefits received through the Association.

The meeting was concluded by Vice-President O. Z. Davis, of the State Association. In his oral address to members from all Locals, he impressed very firmly on the minds of all members that it required complete cooperation of both dealer and fisherman in establishing a selling price of fish in order to meet the already organized buying price.

J. E. Watson of the firm of J. E. Watson and Company, made a very interesting statement in behalf of the Association, stating that at the beginning of the organization he was rather skeptic and had little faith in its success, judging from past conditions, but frankly admits that he now believes in its success and was glad to say it has been a benefit to his company.



The "O. W. Payne", owned and operated by Capt. Ralph B. Sterling, of Crisfield, Md., and equipped with Eveready batteries.

North Carolina Rehabilitating Public Oyster Beds

By Dr. H. F. Prytherch

IN North Carolina the Department of Conservation and U. S. Bureau of Fisheries have carried out with C. W. A. funds an extensive program for the rehabilitation of the public oyster beds. This work was started in December and up to the present time they have transplanted over 350,000 bushels of seed oysters to depleted areas at an average cost of nine cents per bushel. This work has been carried out in six coastal counties, and has provided employment for approximately 300 of the oyster fishermen.

Much of the credit for the North Carolina oyster program is due to Captain John A. Nelson, State Commissioner of Fisheries, who has been in immediate charge of the oyster planting operations. This program has not only furnished profitable employment for many of the oyster men, but will also provide them with a food supply and means of a livelihood for the immediate future.

The North Carolina Department of Conservation, and its recently appointed Director, R. Bruce Etheridge, have given the Bureau of Fisheries excellent cooperation in its activities for the propagation of oysters and the diamond-back terrapin. Mr. Etheridge is doing a great deal to organize the commercial fishermen and develop the marketing of fish according to the grades recommended by the Bureau. He has arranged for the C. W. A. to purchase approximately \$20,000 worth of nets and other fishing gear for the fishermen that lost their equipment during the recent hurricane.

Shad Fishing Best in Years and Prices Good

The 1934 North Carolina shad-fishing season, which got underway in earnest the middle of February, promises to be one of the best seasons in years, from the standpoint of the fishermen, according to local persons who are in close touch with conditions in Albemarle, Croatan and Pamlico Sounds.

The recent cold snap, for one thing, will contribute to a better shad fishing season, for it drove thousands of shad through the inlets into the inland waters of the sounds. Also, the recent snow and rains imparted just enough fresh water to the sounds to take the extreme brackishness which the shad do not like. Fine catches of shad are being shipped to Northern markets through Elizabeth City and shad-fishermen are experiencing a feeling of optimism such as they have not felt in recent years.

Long Net Fishermen Protest Prohibitory Measures

At a mass meeting of the long net fishermen of Dare county, attended by 40 men from Wanchese, Duck, Kitty Hawk and Manteo, a resolution was passed to ask the State Fisheries Board to modify or revoke an order recently passed by the board prohibiting the fishing of long nets between Rodanthe and Hatteras. James Hobgen, of the Maryland Fish & Oyster Co., was present and presented figures showing a loss to Dare county fishermen of nearly half a million dollars.

The resolution, signed by 70 fishermen, was sent to R. Bruce Etheridge, Director of the State Department of Conservation and Development.

It stated that they had been deprived of their means of livelihood and protested against the law just passed. They claimed that it would put out of employment 400 men, and would cause a loss in income annually of approximately \$315,000. They further stated that they spent approximately \$256,000 annually for netting, food, gas, oil, repairs and miscellaneous expenses, which added to their original investment of \$187,000 annually, makes a total investment and expenditure of \$443,000 annually.

They proposed as a solution to the problem a closed season each year from the first of May to the first of August. This will protect all classes of small species of fish that are caught in long nets.

Virginia Oyster Prices Rise

By Sandusky Curtis

AFALLING temperature in the Chesapeake Bay area has resulted in rising oyster prices. With the bivalves selling for \$2 and better a bushel in the Norfolk section and at \$1.20 a bushel in Crisfield, Maryland and vicinity, the oystermen are getting their best prices in some time.

As far as the Norfolk situation is concerned, the prices have been on the boom for some time, but the jump from 90 cents to \$1.20 a bushel in Crisfield has been traced to the fact that ice in the bay (February 24) caused a scarcity in oysters.

Norfolk packers are pushed to keep up with their orders from the West and the South. They are obtaining the largest and best quality oysters this season which have been shipped from here in many years.

The well known Lynnhaven oysters are bringing from \$2 to \$2.50 a barrel, which is something of a jump for the wholesale class.

On the Eastern Shore a brisk season is also reported. The Cherrystone oysters are bringing \$6 per barrel and the Old Plantation, another well known Shore brand, are selling at practically the same figure. Shucked oysters are bringing from \$1.25 to \$1.75 at wholesale on both sides of Hampton Roads.

Oystermen are optimistic that the business is not simply a spurt but that the seafood industry is in the midst of a comeback that will be permanent in nature.

Crab Market Improves

A rise in prices is also reported by the crabbing houses of the Tidewater section with hard shell selling around \$3 a barrel, quite an increase over the slumped \$1 obtained at one time.

Three New Wharves at Gloucester

Gloucester fishing conditions have been improved somewhat by the erection of three wharves for the handling of seafood. Several of the fishermen have secured government loans and others have obtained the use of government boats.

Chesapeake Fishermen Setting Nets for Spring Season

By Edward Bowdoin

AS February merges into March and Springtime hovers over the Chesapeake Bay, millions of shad, herring, croakers, and other food fish are beginning to converge on the Virginia capes for their annual migration up to their spawning and feeding grounds. All along the bay from Cape Henry to Havre de Grace, commercial fishermen are setting their nets, risking hundreds of thousands of dollars again this year in the annual gamble on which their livelihood depends.

The cold weather during February—the coldest ever known in Maryland since the U. S. Weather Bureau has been established—five below in Southern Maryland and ten below in Baltimore, demoralized the seafood and shipping business. Coast Guard cutters were constantly at work opening up the harbors and rescuing boats that were caught in the ice.

Many fish poles that had been driven for the fish pounds were carried away by the ice floes. This, with the extreme cold weather, will make the fish season late, opening about the latter part of March or the first of April.

Shad and herring had begun to run in the Southern waters of Virginia but the cold weather caused the fish to stay out of the Chesapeake.

By the last of March the run will be in full swing, and by late May the fish will have finished their spawning and started the more leisurely return trek to the sea.

Boats

The runboats and fish boats are now being put in readiness for the shad and herring season. The boats that have been engaged in the oyster business will be overhauled and engines looked over for the fish season.

Nets

To give an approximate value of the investment in nets, in Maryland alone, it is about \$559,000. The packers in Crisfield are getting ready to handle fish, and are chartering boats and looking after their trade.

Crabmeat

Prices for crabmeat and oysters were the highest known for years in the Crisfield market during February. Taking the 1933-34 season as a whole it has been the best for the past three years.

Relief for Boat Owners

On December 26, 1933, Representative T. Alan Goldsborough took up with Harry Greenstein, State Administrator, the matter of obtaining relief for watermen who lost their boats in the August storm. Mr. Greenstein had Paul T. Beisser, Relief Administrator for the Southeastern Section of the United States, make a report of the Eastern Shore counties. Based on Mr. Beisser's report, Mr. Greenstein has notified Congressman Goldsborough that he is endeavoring to secure \$200,000 for distribution to those who had suffered losses.

Sinepuxent and Upper Chincoteague

The opening of a natural inlet through the split of land near Ocean City as the result of storms has made the waters of these two bays adaptable for oysters and clams, and more than 200 oystermen and clambers gathered at Snow Hill, Md., last month with Swepson Earle, State Conservation Commissioner, to discuss a plan for the development of the industry.

Earle said the possibilities of the bay waters were so great that they would be able soon to furnish the major supply of oysters and clams for the Eastern part of the United States.

Under the plan being submitted, virtually all the bottom East of the new channel now being dredged through the bay will be thrown open to clambers and be unleased. The bottoms on the West side will be leased at the rate of a dollar an acre.



The "John T. Handy, Jr.," owned by John T. Handy Co., of Crisfield, Md., a run boat operated by Captain John Crockett. She is powered with a 36 h.p. Palmer.

Long Island Fishermen

EVERY commercial fisherman on Long Island is being urged to join the Long Island Fishermen's Protective Association, whose headquarters are at West Sayville, in order that concerted action may be taken to protect the industry against a deluge of bills introduced into the Assembly which are aimed against the fishing industry.

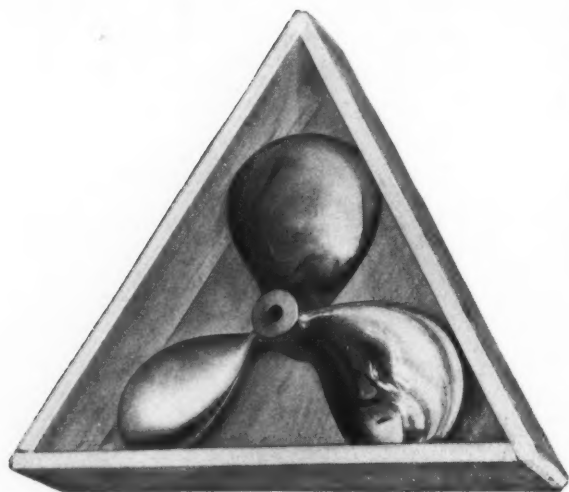
Although many bills have been introduced which would be detrimental to commercial fishermen, several bills have been introduced in the National Congress at Washington, which are intended to benefit the fishing industry.

Winter Weather Boosts Prices of Shellfish

For the first time in years a team of horses was used last month to cut a channel for the boats with ice plows, and the horses were also employed to cart oysters and clams in from the bay, after the men had cut holes in the ice and tonged for the shellfish. Prices were higher than they have been in some years and clams were almost at a premium. The latter part of the month the steamers had made their way to the West Bay and brought in oysters. Opening of the bivalves kept a crew of men busier than they have been in recent years. Some of the men cut holes in the ice and were clamming on the public ground getting a few tubs each. On the 23rd the snow had increased the difficulty of getting the shellfish to the markets and the prices were expected to go even higher than the week before.

Plenty of "Frozen Assets"

Montauk fishermen will make money next Summer as a result of the "frozen assets" with which they are filling their ice houses. This Winter, for the first time in ten years, it has been possible to cut ice on Fort Pond Bay to make the work worth while. During the Summer fishing season, with low market prices, the fishermen have seen most of their profits go for the purchase of ice. With the present supply, however, the shippers should have enough natural ice to carry them through the warm weather.



THIS SPARE TAKES LITTLE ROOM

When you are planning to fit out this Spring, add a spare HYDE propeller to your list. A HYDE wheel is guaranteed not to break under impact, but . . . it may bend if it hits bottom hard enough. Yes, you can straighten it yourself, but it is better to change to the spare and send the damaged wheel back to us to be reconditioned. A factory repair job means that the pitch is checked with the original master templates. A spare wheel may save many sailing days or prevent the delay of an important cruise.



Send for this free booklet "Propeller Efficiency". It will tell you why Hyde Propellers often increase the speed of a boat and always get home safely.

HYDE WINDLASS CO., BATH, MAINE

HYDE PROPELLERS



Dealers everywhere carry ample stocks

South Jersey Boats Land Fine Catches In Spite of Ice and Storms

By Capt. F. Widerstrom

ICE, ice and more ice! Even old timers on Five Mile Beach fail to recall a Winter when there was as much ice as there has been during the month of February. The harbors have been practically impassable for small craft and much difficulty has been encountered at sea from drifting ice floes. On Washington's Birthday several boats from Cold Springs, Cape May and Otten's Harbor tried to go out codfishing but were met at the Stone Jetties by a fleet of the "Down-Easters" who were heading in for port again after spending as much as twenty-four hours stuck in the ice floes just to the Westward of McCries Shoal Buoy. Captain Martin Jensen of the *Mary Landry* found ice to the Eastward as far as Five Fathoms Bank.

Winter Dragger Get Some Good Stocks

The Boston dragger *Acme*, Captain Nels Parsons of Atlantic City in charge, landed at Cold Springs Harbor one day after bucking a Nor-wester for thirty-six hours. Stanley Holmes, proprietor of the fish market and holder of the all time record for sea bassing on Five Fathoms Bank, says that he has never in his many years associated with the fisheries, seen so much ice as covered the *Acme*. Captain Parsons, by the way, had a catch of about twenty boxes of nice flukes and mixed stock.

The high liner of the fleet was the *Shannon* of the Aspen Fisheries Products Company which has landed several trips of choice stock since New Year's. Captain Aspenburg, however, found it nearly impossible to fish during February because of ice and cold weather. Captain Charles Nelson of the *Sebastiana C.* landed a nice trip of 100 boxes of flukes and scup mixed just before the end of the month. Captain Fred Bjorklund of the *Orsino* returned to Cold Springs after spending some time dragging in North Carolina waters. The *Hildur Mabel* is one of the local boats that is continuing the dragging all Winter—and although the smallest boat in the Winter fleet she recently landed thirty boxes of choice fluke at Otten's Harbor, Wildwood.

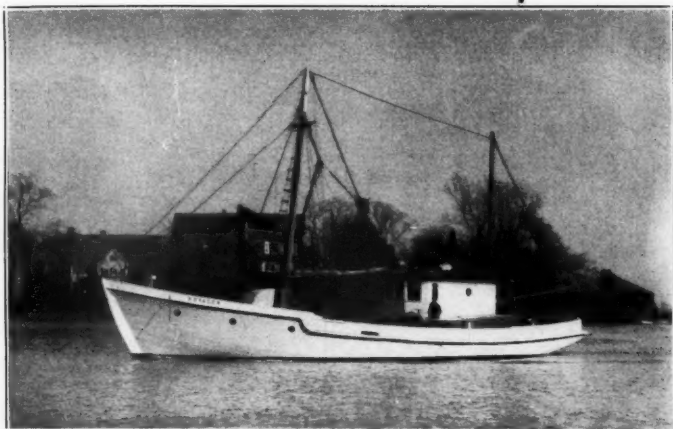
Landing Regular Catches at Anglesea

Captain Jesse Shivers and George Paine have been fishing fairly steady all Winter making regular catches to the Eastward of the Northern Pacific wreck off Five Fathoms Bank. On their last February trip they reported huge ice fields and had some difficulty in making their way through to shore. Others fishing all season at Anglesea are the *Erna*, Capt. Fred Miller and Charles Carlson; the *Milga*, Captain Albert John-



Capt. Harold Braidwood on the ice off the dock at Anglesea during the February cold snap. Capt. Fred Miller's cod-fishing boat "Erna" is in the background. The boat stern-to belongs to Capt. Jesse Shivers.

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son and Thorlief Huf; the *Ester*, Captain Albert Nelson and Arnold Peterson; Captains John and Francis Wizst; and Captains Emmanuel Salverson and A. Larsen.

Party Boats Being Overhauled

The marine railway at Schellenger's Landing, Cape May has been working double shifts lately with many of the off-shore draggers being hauled up to repair leaks and strains due to heavy weather. The local party steamers are preparing for an early Spring season. The *Captain Johnson* recently was overhauled under the direction of Captain Ralph Johnson. This vessel is the largest of the party steamers and is twin-screw and equipped with Exide storage batteries. The party men anticipate a good Spring for their line of fishing this season as they feel sure that the extremely low temperatures of the water will cause the codfish to linger along the Jersey shore longer than usual thus making for good sports fishing for their patrons. About the steadiest and one of the best sea boats in the Cape May fleet is the *Angler* owned by Captain James A. Boyd, of Wildwood Crest.

Rigging Mackerel Nets for Spring

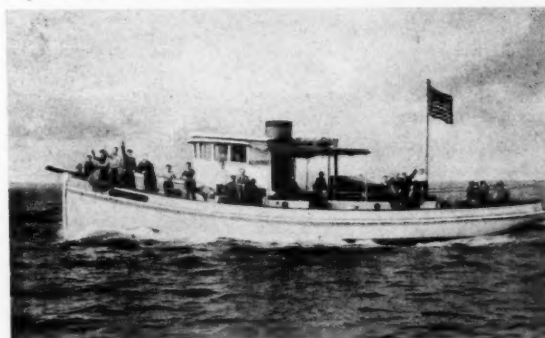
Captain Victor Widerstrom and mate Carl are busy these days rigging up mackerel nets for the Spring. Their vessel is the *Jan* powered by a 3-cylinder medium duty Palmer turning a 22-inch propeller at 500 revolutions at towing speed. Captain Victor has made several good catches of codfish this season running about six tubs of gear daily.

Finishing Pound Boat

At Anglesea, John Olsen of Olsen's Shipyard is busy finishing a pound boat for the Ocean Fish Company.

Want Delaware Bay Opened to Gill Netting

The Fishermen's Protective Association of Five Mile Beach is backing a movement to have the Delaware Bay opened to gill net fishermen this Spring under a restricted basis. Assemblyman Hunt and Senator McMurray of Cape May County are leaving no stone unturned in using their influence to have the law modified to allow gill netting in the bay.

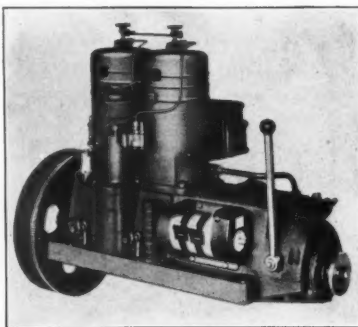


The party fishing boat "Klondike", owned by Capt. J. Peter Persson, of New Rochelle, N. Y. She is 65 x 17 x 5, with a 100 h.p. direct reversible Fairbanks-Morse Diesel.



The scallop dragger "Etta K.", owned by Capt. V. N. Gray, of New Bedford, Mass.

off shore



YOUR ENGINE IS YOUR BEST FRIEND

And the farther off shore you fish, the more you need a dependable power plant to bring you home again.

Bolinders Diesels have proved themselves dependable for forty years—nearly a half a century of profitable performance for thousands of satisfied owners. What other engine can equal such a long record of popularity?

Of course, the answer to their success is in their rugged construction, for, Bolinders builds Diesels the way they should be built. There are heavy crankshafts and connecting rods, heavy cylinders of special iron, rigid crank-cases, double roller bearings that turn at the slightest touch—all these things built with the utmost precision and care, built stronger than need be but without an ounce of excess weight. That's why Bolinders Diesels, rugged as they are, weigh less than 40 lbs. per horse power.

You get more miles per gallon and more gallons per dollar when you have a Bolinders Diesel in your boat. Our new light weight 50 h.p. engine, shown above, is a rugged fisherman's engine. Starts quickly in frigid weather, has integral reverse gear, an anti-racing governor, electric starting if you want it. Weighs only 1985 lbs. Is only 49 inches long. Other Diesels from 6 h.p. up, all built the way Diesels should be built! Ask us all about them or call at our New York Showroom.



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Vineyard Sees Better Fishing

By J. C. Allen

ABOUT once a year it devolves upon the Wheelhouse Loafer who pilots this column to wrassel up an article on current fishing news when there isn't any fishing. Sometimes it is at one season, sometimes another, and it is a curious thing to note how much can be said about fishing without making any mention of fish.

As a matter of fact, the month of February has seen some sea-skimming in these latitudes, considerable, really, for the time of year. But our own local fleet of long and short-legged craft have been about as idle as a dock-fender in some old maid's flower garden.

It has not been because of any lack of ambition, nor indeed the absence of fish for all hands have taken fish enough to encourage them whenever the opportunity has come to wet twine. But the sum and substance of the entire works has been that Marthas Vineyard, insofar as fishing is concerned, has been in cold storage all through the month.

Few Fishing Days

The full days that any boat or vessel has fished during the month could be counted up on the toes of a man with both legs off at the knees and you may lay to that. And besides, the days when even a few hours of fishing could be carried on, would scarcely supply material enough to scribble around the edges of a wedding invitation.

There were days around the first when the boys dodged out and scooped up a few flounders and cod. Incidentally, they hit better yellowtailing on those days than they did during the month previous, and also they struck more cod and larger ones, besides some slight body of haddock.

Harbors Frozen Up

The whole trouble arose from the custom of clinging to old-fashioned ideas such as the notion that you can't have a harbor unless there is a lot of land lying around the outside of it. The Vineyard is long on such harbors, every one three-quarters encircled by land that is entirely useless for navigating purposes. And when the ice made, or drove into the harbors, this land simply held it there, and there's plenty remaining at this writing.

This was plumb discouraging to the boys who figured on making hake while the sun shines, and who had just poked their noses into a trifle bluer water just before the cold snap and landed on a bunch of haddock and cod that ran to a size that didn't require more than nine to the dozen. The first real, large haddock of the season and the largest cod by six fillets and a fish-cake.

Visiting Craft

Our fishing around the island has been done principally by visiting craft.

Two vessels from Nantucket, working on an evident hunch, left that island of the blest some time ago, and made their headquarters at Woods Hole. By a miracle, they managed to keep from being frozen in there, while Nantucket was receiving aid and comfort from the mainland by means by planes, for the steamer was frozen in for more than a week and there was no other way of bringing home the bacon and beans.

A few New Bedford vessels, a few more from New London, and one or two from New York, kept the home fires burning and the twine wet until it froze solid.

Eelers

The eelers have had their innings during these days, and have turned out in numbers rivaling an army of Mexican revolutionists.

Capt'n Charles Earle of Edgartown, world-famous eeler, was led astray by his son-in-law, Manuel Swartz and Capt'n Ben Stanley. Invited to visit a place "where they live", he fell, and after a hard day he returned with one eel so doggoned diminutive that when they skinned the critter, all they had left was a backbone.

Capt'n Ben Cromwell of Vineyard Haven has had the gang mystified for weeks as he prepared for eeling. Ben lashed several twenty-foot poles together, to fish a hole he knows of.

Experience plus the will to do produces a rope that won't fail you when you need it most --- and it costs no more to use. Since 1842 fishermen have known this rope to be



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The gang opines that when he draws that spear from the hole, he will have to walk backward for somewhere near five hundred yards before he can look at the spear-point.

Improvement Seen for Future

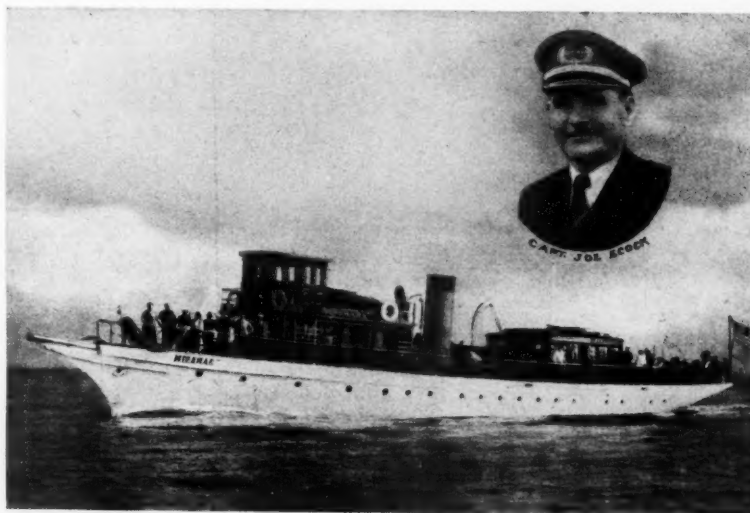
And so, with the end of the month in sight, it is probable that never since the World War has a month passed when so little revenue has been taken from salt water by our Vineyard fleet. But all hands feel pretty hopeful of the near future. The presence of fish off-shore before the freeze, and the general let-up that has existed over all the commonly fished bottom should help to make better fishing later on, is the prevalent belief. That heavy ice will make better shellfishing, is claimed by many who assert that clams, hard and soft, develop faster beneath ice, and there are numerous other reasons advanced in praise of the cold snap and the results that it may be expected to produce.

Edgartown Fishermen Organize

Assured of the value and benefit of their aims, to themselves and the community, by several speakers who also offered encouragement and cooperation, some eighty interested persons last month effected the organization of the Edgartown Fishermen's Association. The meeting proceeded immediately to the election of Charles A. Teller as president or chairman, and John Medeiros as secretary-treasurer. Two committees were also elected as follows: By-laws: Mr. Teller, Samuel B. Norton, Percy D. West, Frank Prada, Errol

T. Fisher; executive: Maurice Brown, Arthur West, and Ernest Ward.

The meeting was called to order by Mr. Teller, who first proposed the organization. After a short introduction to summarize the purpose of the gathering, to organize "for the protection, conservation and best interests" of the shellfisheries, Mr. Teller introduced Capt. Antone K. Silva. Although no longer an active fisherman, the captain said he was still interested in the industry, and he said that concerted action was necessary for its protection.



The party fishing boat "Miramar", owned by Capt. Joe Ecock (inset) of Sheepshead Bay, New York. She is powered with two 120 h.p. Atlas Imperial Diesel engines.

Netting for Every Fishing Use

Gold Medal Cotton Nets
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The "Peconic", Capt. Griff Seabury, owned by the Sea-coast Oyster Co., of New Haven, Conn.

Southern New England

By Capt. E. B. Thomas

AT the March meeting of the Southern New England Fishermen's Association on March 2, it was voted to write to the Connecticut Senators and Representatives at Washington asking that they favor the bills introduced in the Legislature by Congressmen Bland of Virginia and McCormack of Massachusetts, regarding the National relief of members of the fishing industry suffering from hurricanes, floods, etc., replanting certain oyster beds, and the prevention of importing of fish and by-products of the industry.

Fishing Improves

Fishing in the larger boats of the fleet has been picking up recently and they have been doing better than for a long time. The fishermen around here seem to have higher hopes of the future than they had a while back.

Party Boats Being Overhauled

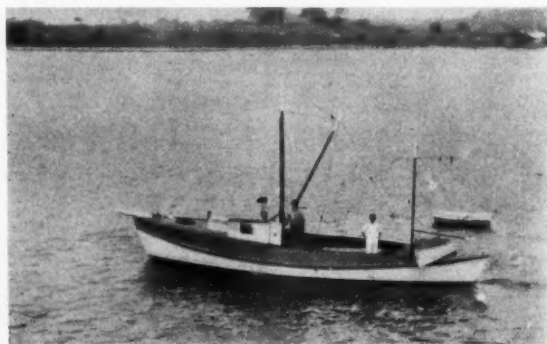
The party boats *Venture*, Capt. Orlando Clark, and the *Gray Gull*, Capt. E. B. Thomas were hauled out on the ways of the East Coast Ship and Yacht Corp., for a general overhauling recently.

Eelers Have Done Well

Until the ice broke up around here recently the eelers did quite well. The eels were rather small but plentiful.

Draggers Caught in Ice

The *Frances*, Capt. Bill Musante; *Roswell P.*, Capt. Elbert Palmer and several other draggers that went down to New Haven to drag for starfish, a CWA project to protect oysters, have been frozen into a couple of feet or so of ice for the last month or more and from latest reports they doubt that they will be free of the ice much before April 1. Recent reports stated that these boats were suffering considerable damage from the ice.



The "Gray Gull", owned by Capt. E. B. Thomas, of Stonington, Conn. She is 39 x 9 x 5 1/2, and is equipped with a Shipmate range.

New Brunswick Scallop Fleet Increased By Addition of New Draggers

By C. A. Dixon

ALTHOUGH Charlotte County fishermen have faced almost unprecedented weather and ice conditions this Winter especially during the month of February, the large fleet of scallop draggers continued operations almost daily somewhere on the various grounds. Some days the boats worked the beds only an hour or two until ice floes drove them off the grounds. Other days they succeeded in getting in a full days dragging and made good money. Catches ranged from ten to forty gallons to a boat when weather permitted and prices ranged from \$1.75 to \$2.25 a gallon from first hands. Several more new craft have been fitted out recently and the entire fleet of boats from Deer Island, Campobello, and Grand Manan is a credit to the places mentioned, being boats of sturdy and speedy construction with powerful engines and thoroughly up-to-date equipment, such as winches, cables, derrick equipment, warps and other gear, including multiple drags of the "out-rigger" type.

Catch of Large Herring Increases

There was a tremendous increase in the catch of large herring at Grand Manan this Winter as compared with last Winter. 647,000 pounds were taken in January with a landed value of \$3,235. Most of the fish were taken at North Head and the total catch for the Winter will amount to considerable proportions. Many of the herring were sold to Eastport and Lubec smoked fish dealers and other lots were smoked at Grand Manan and sold in various ways. The fish were very fat and of excellent size. Stocks of smoked herring at Grand Manan, the principal place in New Brunswick where herring are cured are very light and practically sold out. Prices have been double those paid last year and fishermen and dealers are looking forward to a good season in 1934 provided herring become available.

Value of Landings Increases

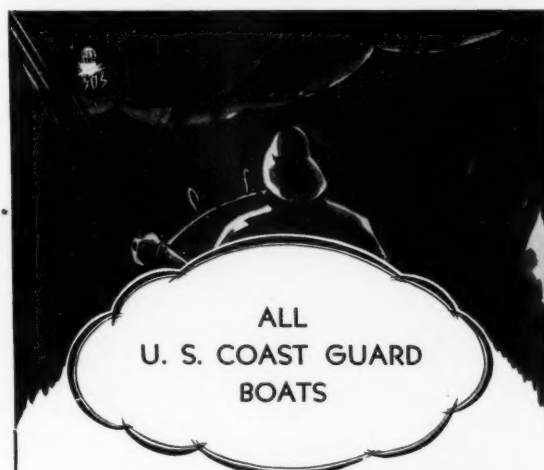
Official reports state that during the month of January New Brunswick landings of all kinds of fish amounted to 2,866,300 pounds valued from first hands at \$130,109, a gain of nearly \$12,000 over the same month last year. The new scallop bed discovered by the Canadian patrol boat *A. Halkett* in the vicinity of Clam Cove Head in Charlotte County, and another bed found by fishermen in the vicinity of White Island in the West Isles group, proved a boon to fishermen.

New Industry Started at Beaver Harbor

Charlotte County has another new industry in the canned fish trade—the Beaver Harbor Canning Co., Limited, which company has recently been incorporated by the New Brunswick Legislature. A. Neil McLean, President of Connors Bros., Ltd., disclosed recently that his company was interested in the new one, the purpose of which was to extend the business. The company will carry on a general fish business and the head office will be at Beaver Harbor, Charlotte County, N. B.

Destruction of Sardine Weirs Means Heavy Loss

Destruction of sardine weirs in the Quoddy region on both sides of the international boundary line by immense floes of drift ice will entail a total loss of many thousands of dollars. Many of the weirs were wiped out of existence and practically all of them were severely damaged. Deer Island, Campobello, and mainland points in Charlotte County, especially in St. Andrews Bay, suffered the most, and in Washington County, Me., all the weirs on the Perry shore from Robbinston to Eastport were cleaned up by the ice, it is said. Merchants should do a good business this Spring selling marine netting, seines, drops, rope, dipnets, scoop-nets, etc. The outlook for better prices for fish offers the only encouraging feature to this year's activities. The demand will be good, it is anticipated, due to a complete sell-out of manufactured goods.



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No trawler, schooner or dory should be without an International Signal Outfit, which affords protection heretofore unknown for boats without radio. Pistol operated, the intensely brilliant red flare of 30,000 candlepower is suspended nearly 300 feet aloft. Burning for more than 30 seconds, this unmistakable S.O.S. is visible farther than 25 miles in every direction, which is more than five times the distance a hand torch can be seen, and equivalent to an area of almost 2,000 sq. mi.

When an "International" is aboard, there is less chance of being run down when visibility is impaired by fog or snow, or of losing contact with dories. Consider the many instances of dorymen seeing lights of searching vessels but unable to signal them.

Three types of outfits—the Standard (illus.); the Junior; and a smaller watertight Outfit designed particularly for dories. Approved by the U.S. Steamboat Inspection Service and adopted by many passenger, cargo and tanker lines.

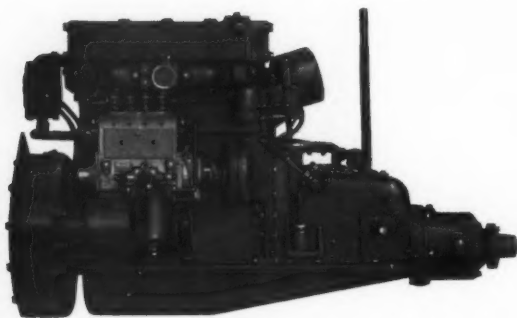
The following concerns will be glad to show you the Outfits. Walter H. Moreton Corporation or Westerbeke Fishing Gear Co., Boston, Mass.; McLaughlin Marine & Oil Co., Gloucester, Mass.; Mullins Fishing Gear, New Bedford, Mass.; The Harris Co., Portland, Me.; DuMont Marine Service, Inc., New London, Conn.; The Durkee Co., New York, N. Y.; Elisha Webb & Son Co., Philadelphia, Pa.; The James Walker Co., Baltimore, Md., or write for free illustrated circular.

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And the price puts it within reach of every small boat owner. Write for Bulletin 818.

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BUDA MARINE ENGINES

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let's put in a
SHIPMATE"

IN deciding the question of a new galley range this Spring, don't take chances with an unproven appliance when there is a SHIPMATE available for about the same price.

SHIPMATES have proven themselves times without number in their more than fifty years of existence.

Write for full information about
SHIPMATES

STAMFORD FOUNDRY COMPANY
STAMFORD, CONN.

Lunenburg Fleet of Saltbankers Prepare for Spring Trip

By H. R. Arenburg

LUNENBURG has an infallible sign of Spring. Stately, tall-sparred wing ships are emerging from Winter-long idleness, and Lunenburg's seaport again resounds to the caulker's mallet and the shipwright's maul. For the Nova Scotia saltbanker fleet is getting ready to sail.

The fishermen are scraping, painting, over-hauling ropes, repairing sails and rigging, and performing the 101 things necessary before sailing.

The early birds this year were the *Haligonian*, Capt. George Himmelman, and the *Pan American*, Capt. Moyle Crouse.

Twenty-seven sail, the same number as last year, will comprise the first fleet, according to Capt. Angus Walters, of the *Bluenose*, which by the way is Wintering in fresh water, and therefore, will not sail on the frozen baiting trip this year.

Fisheries Exhibition Officers Elected

The annual meeting of the Fisheries Exhibition and Fishermen's Reunion was held in the Council Chamber, Court House, with Captain Roland Knickle, Vice-President, presiding. The Treasurer, W. M. Simpson, presented a detailed financial report which indicated a satisfactory year's operation and showed a small balance to be carried forward to the credit of the Exhibition.

The dates for the Nova Scotia Fisheries Exhibition in 1934 are September 11, 12, 13 and 14, and Lunenburg is holding an Old Home Week during this time, which is under the management of a strong committee composed of members of the different organizations in the town. The matter of looking after the usual Government grants in connection with the Exhibition was placed in the hands of special committees and every effort is being made to make the 1934 Exhibition the best ever held.

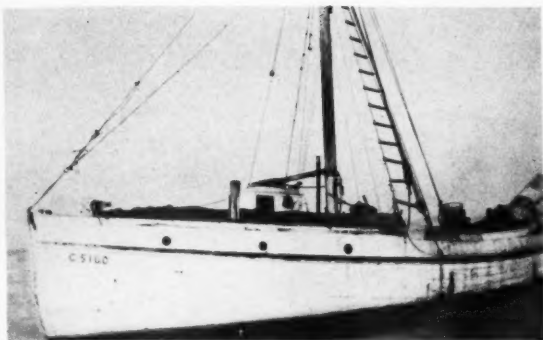
Boats Show Results of Severe Storms

The schooner *Agnes McGlashen*, Captain Hibbert Wamback, 28 days from Turks Island, arrived at Lunenburg in a leaking condition. Captain Wamback, who has made many trips to the West Indies, states that this trip was the worst.

Reporting very stormy weather, which makes fresh fishing almost an impossibility, two auxiliary schooners the *Marshall Frank*, Captain Frank Risser, and the *Margaret Tanner*, Captain Angus Tanner, arrived in port showing the result of the furious blizzards which have been prevalent off the coast of Nova Scotia. Both schooners had their foresails torn and the *Marshall Frank* had her fore boom broken. They report that due to the rough weather the dories remained on the deck for days without being able to go into operation.



An Exide thermometer located on a busy section of the Boardwalk at Atlantic City, N. J.



The "Eva G. Clark", owned by Capt. Ephraim Clark, of Newburyport, Mass. She is used for flounder dragging, and is equipped with a 2 inch Monel Metal shaft.

Describes Ice Conditions

Describing ice conditions off the coast of Nova Scotia as the worst he had ever seen, Captain Clement Barkhouse of the C. G. S. *Arras*, stated on his return to Yarmouth from a rescue trip off the mouth of the harbor that as far as the eye could reach there was nothing but a field of ice.

"Pasadena II" Sold

The schooner *Pasadena II* was sold at public auction and brought the price of \$11,500. Several parties were interested and the bidding was brisk. The schooner was finally knocked down to Captain Norman Oxner of Lower LaHave. The *Pasadena II* was formerly owned at Mahone Bay and was sailed by Captain Kenneth Wentzell. She will continue her operations as one of Lunenburg's fishing fleet.

Will Probe Spread in Fish Prices

The Prime Minister of Canada has moved for the appointment of a special committee of Parliament to investigate, among other things, the methods and system prevailing in the marketing of livestock and animal products for domestic consumption and export, and the extent to which the present system affords or restricts opportunity for fair returns to producers. After the resolution was moved in the House, W. G. Ernst, member for Queens-Lunenburg, suggested an amendment to this clause to include an inquiry into the fish business, and later the Prime Minister stated that this would be made.

Canso Station Elects Officers

The annual meeting of the Canso Station of the United Maritime Fishermen was held in Phalen Hall, Canso, with the President, Edward Power, presiding. The chief business was the election of officers for the year, which resulted in the re-election of Edward Power as President; Charles Newell, Vice-President, and Robert Eustace, Jr., Secretary. The Executive Committee is composed of John McNeary, William Sullivan, Gregory Cohoon, Arthur Haskins and Edward Flaherty.

Ask Grant of Transshipment Privileges

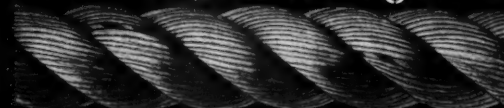
That the Dominion Government be asked to permit the transshipment of fish in bond by United States fishing vessels from the Atlantic ports of the Canadian coast in the same manner as fish are transhipped on the Pacific coast under the Modus Vivendi agreement, was the text of a resolution passed without dissension at the annual meeting of the Yarmouth Board of Trade held last month with President C. E. Dyke presiding.

The resolution was moved by Austen E. Nickerson and Seymour C. Baker, who spoke briefly, pointing out the benefits of the transshipment.

American Vessels at Sandy Point

The schooner *American*, Capt. Simon Theriault, was at Sandy Point, N. S., recently to replace 27 tubs lost. Other American vessels in Sandy Point at the time included schooners *Ruth Lucille*, Capt. Benham; *Andrew and Rosalie*, Capt. Mason; *Hesperus*, Capt. Giffin, and the *Ruth and Margaret*, Capt. Moulton.

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The Utmost In Rope Value

Thoroughly water-resisting

Permanently lubricated

Easy to handle and splice—wet or dry

Always remains flexible

Kinking prevented—Rotting retarded

Lasts longer—Serves better

Costs no more

WHITLOCK CORDAGE CO.

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New York



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Here is a conversion that's distinctly a marine job . . . marine in appearance, stability and ruggedness. It started life as a husky truck engine but Palmer Bros. have added those essentials to make it a real marine motor.

The cast iron base runs the full length of the engine and reverse gears. This makes it stiff and keeps out the salt water. The high pressure water cooled oiling system permits high speeds with safety. The ball bearing Palmer Clutch offers convenient and positive handling. The price is low. \$660.00 F.O.B. Cos Cob. The marine public asked for this engine. Here it is. If you can't call and see it send for complete descriptive literature.

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When You Ship FISH, LOBSTERS
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Gray makes special
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Write for free cata-
logs and tell us about
your boat.

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A section of Woodward's Cove, Grand Manan, N. B., where over 65 smoked fish stands are located. The vessel in foreground, commanded by Capt. Doucette, freights fish and other products to Nova Scotia.

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THE BRIDGEPORT
For Medium and Heavy Duty Fishing Work
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Medium and Heavy Duty 20 H. P. to 34 H. P.
CONVERTED MARINE MOTORS
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Starts and runs on fuel oil
Gasoline entirely eliminated
MURRAY & TREGURTHA INC.
NORTH QUINCY, MASS.

New Buying Firm at St. John

By M. E. McNulty

THE R. & C. Fish Company, of St. John, one of the newest of the fish buying firms of the Atlantic provinces, has been buying sizable quantities of cod and haddock this Winter from shore fishermen on both the New Brunswick and Nova Scotia shores of the Bay of Fundy, including many of the St. John harbor fishermen. H. P. Robertson, who was in business for many years on the Lower Cover section of St. John harbor as a wholesaler and curer of all kinds of fish, is the manager of the R. and C. Fish Company.

The R. & C. Fish Company is occupying the pier and plant used for many years by H. P. Robertson & Company, which adjoins the fish plant of Leonard Bros., one of the oldest of the fish wholesaling and curing concerns in Canada, the present manager being W. W. Leonard, son of one of the founders of the firm, and who has been connected with the business since his boyhood.

Digby Fishermen

By J. F. Hillman

THE scallop fleet for the most part of the Winter has been unable to operate on account of drift ice which shifts in and out of the basin with the changing tides.

Good Catches of Periwinkles

A few fishermen have made a good dollar picking periwinkles during the flood tides. The periwinkles brought 20c per pair, and two of the fishermen netted \$15 for one day's work.

New Regulation on Lobstering

The following is the new regulation as affects the lobster industry in one of the largest districts in Nova Scotia.

"No one shall fish for, catch, kill or sell lobsters from the 1st of June to the last of November in each year, both days inclusive, on and along that portion of the coast or waters thereof of Nova Scotia, embraced and included within that portion of Digby County that is West of the Eastern side of Burn's Point and of the counties of Yarmouth, Shelburne, Queens, Lunenburg and that portion of Halifax that is West of Cole Harbor, and including Cole Harbor; nor shall anyone catch, kill or retain any lobster under three and one-sixteenth inches in length from the rear of the eye socket along the line parallel to the center line of the body shell to the rear end of the shell."

It is estimated that at times over one hundred thousand lobster buoys have dotted the waters along this coast.

The storms, tides and ice have played havoc with the lobster gear, thousands of traps have been destroyed by the heavy seas and buoys cut adrift by ice cakes. In some sections the fishermen have not been able to get near their traps for weeks.

Sam Barbour, Vice-President, Linen Thread

SAM Barbour, formerly General Sales Manager of The Linen Thread Co., Inc., now occupies the office of Vice-President in charge of sales.

Mr. Barbour, who is also a director of The Linen Thread Co., has been connected with the Company for nearly a quarter of a century in various capacities which have given him a complete knowledge of the business and a thorough understanding of the fishing industry.

He has spent considerable time in Canada, on the Pacific Coast and Great Lakes, as well as in the East and South; and lately has been located in the New York office.

New Boat for The Farm and Trades School

A NEW 48 ft. utility boat has been designed by John G. Alden for The Farm and Trades School, located on Thompson's Island in Boston Harbor, and is now being built by Fred Pendleton, at Wiscasset, Maine. The power plant will be a 4-cylinder Murray & Tregurtha fuel-oil engine.

Pettit Color Card

THE Pettit Paint Company, Inc., of Jersey City, New Jersey, manufacturers of well known brands of Marine Paints, announce that they have a new Marine Engine Enamel color card ready for distribution to the trade. Marine Paint dealers, who are interested, may obtain one of these color cards by writing the company.

Pettit's Marine Engine Enamel has been known to the trade for a number of years as a highly satisfactory product and is used extensively along the coast.

Pyrene and C-O-Two

AT the recent New York Motor Boat Show the Pyrene Manufacturing Company exhibited a complete line of fire extinguishers of the vaporizing liquid wet chemical, foam and anti-freeze type. These extinguishers were shown in various sizes together with their corresponding chemical charges. There was also exhibited the Phomene Hopper, a continuous foam generator used to convert a water line into a foam line for use in protecting large flammable liquid risks.

The C-O-Two Fire Equipment Company exhibited its new line of portable carbon dioxide fire extinguishers of 7½, 10, 15 and 20 pound gas content capacities, together with carbon dioxide type systems for boats.

Demonstrations of International Flare-Signal Outfits

THE DuMont Marine Service of New London, Conn., is arranging a series of night demonstrations of International Flare-Signal outfits at New London and other convenient points along the Connecticut and Washington County, R. I., shore lines, to demonstrate the utility and effectiveness of these outfits for commercial fishing boat operators.

The DuMont Marine Service has recently sold an International Flare-Signal outfit to Capt. Henry Langworthy, of the fishing schooner *William A. Morse*, of New London.

Other items in the line of the DuMont Marine Service are the Lux-O-Matic fire extinguishing system and the Chrysler marine engine.

The cutaway display model of the new six cylinder 70 h.p. Chrysler "Ace", which was exhibited for the first time at the New York Motor Boat Show, is now on display in their showroom, and will remain with them until the reopening of the Century of Progress, where it will be exhibited.

The DuMont Marine Service is conveniently located, with complete facilities for the service of both pleasure and commercial craft; and with the exception of the water taxi, year-round service is maintained.

JOE O'NEILL

Commission Dealer

For best results ship your fish to me. Specializing in lobsters, shad, scallops, halibut and swordfish. Commission 7%.

Highest Prices—Quick Returns

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Complete Line of Fishermen's Supplies Including

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TIDE TABLES; FIGURES FOR EVERY HARBOR



Tanglefin netting on Capt. Shoares' wharf at Gloucester, Mass. On the left the "Naomi Bruce III."



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The profit for a fisherman,
like that of any business
man, is in his net.

*Linen and Cotton Gill,
Seine, Pound and Trap
Netting*

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The net lifter aboard the "Naomi Bruce III" of Gloucester, Mass. Tanglefin netting gets the fish.

The Fishing Gear Mart

Use this page to buy or sell any kind of Fishing Equipment.
Rates: \$4.00 minimum; \$1.00 per line. ATLANTIC FISHERMAN,
Inc., Goffstown, N. H.

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A few of our offerings: Friendship sloops 26 ft. to 45 ft.—\$350 and up. 65 ft. x 15 ft. x 4 ft. 6 in. dragger, 45 h.p. CO engine, built 1931, full equipment, Canadian registration, \$5,500. Wonderful bargain—71 ft. x 17 ft. x 7 ft. 6 in. fish boat, steam powered, make good tug or fish boat, \$1,200. 33 ft. x 9 ft. x 3 ft. tug boat hull—make good work boat, \$200. Steel tank barge, 122 ft. x 35 ft. x 3 ft.—115,000 gallon capacity, full equipment, Worthington pump, Delco lighting system, etc., want offer. Also many others. Marine engines all sizes and types, both gas and oil, two and four cycle, also propellers, reverse gears, magnetos, etc. Write us as to your requirements. KNOX MARINE EXCHANGE, Camden, Maine.

FOR SALE

Two suits of sails from the 135 foot schooner yacht *Hildergarde*. One suit used only three weeks. I will sell any part of them. The price is right. Frank F. Upson, 111 Hallock Ave., New Haven, Conn.

Heavy constructed hull 47 ft. by 12 ft. Price \$500.00. Can be seen at P. D. Humphrey Co. boat shop, Tiverton, R. I. Write H. N. Wilcox, Tiverton, R. I.

FOR SALE FOR PRICE OF ENGINE



The *Viking*, one of the former Coast Guard vessels known as C.G. 230 was built at Norfolk, Va., in 1925. The engine is a 100 H.P. 4-cylinder, 4-cycle "Wolverine-Diesel" Oil engine, 8½ in. bore 12½ in. stroke. It was a new machine when installed in October 1932, and was used only between the 26th of October, 1932 and the 2nd of February, 1933. The boat can be purchased for the price of the engine. Everything is in good condition, and the engine is ready to run. A Delco light plant goes with the boat. The boat has been painted, hull, upper works, inside and bottom. Dimensions, 71.5 x 13.8 x 6.9. Draft as now equipped, 5 ft. aft. Speed is about 12 miles. Boat can be inspected any time in Bridgeport, Conn. Address *Viking*, c/o ATLANTIC FISHERMAN, Goffstown, N. H.

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